

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-10 NSAE-00 RSC-01 FAA-00 PM-07 H-03 L-03

NSC-07 PA-04 PRS-01 SP-03 SS-20 USIA-15 OMB-01 SAJ-01

NIC-01 DRC-01 /124 W

----- 028482

R 251027Z JUN 74

FM AMEMBASSY COPENHAGEN

TO SECSTATE WASHDC 9207

INFO USMISSION BERLIN

AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY OSLO

AMEMBASSY PARIS

AMEMBASSY STOCKHOLM

C O N F I D E N T I A L COPENHAGEN 1742

C O R R E C T E D C O P Y DUE OMISSION TAGS

E.O. 11652:GDS

TAGS: ETRN, DA

SUBJ: CIVAIR COPENHAGEN BERLIN SERVICE

REF : COPENHAGEN 1419

1. LOCAL PANAM REP TOLD US JUNE 24 THAT HE HAD JUST BEEN TOLD BY HIS HEADQUARTERS THAT PANAM IS NOW PLANNING BERLIN VIA COPENHAGEN WINTER SCHEDULE AS FOLLOWS: LV BERLIN 0650, ARR COPENHAGEN 0805, LV COPENHAGEN 0845, ARR LONDON 1020, AT WHICH POINT THERE WOULD BE CHANGE OF GAUGE FROM 727 TO 707 FOR ONWARD FLIGHT (SAME FLIGHT NUMBER) TO SEATTLE/PORTLAND. RETURN FLIGHT WOULD BE IN SAME SEQUENCE.

2. THIS SCHEDULE WOULD APPEAR TO BE IN LINE WITH PROPOSAL MADE BY DANES IN THEIR NOTE OF DECEMBER 11, 1973 IN WHICH THEY ACKNOWLEDGED
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THAT MAKING BERLIN A POINT BEYOND ON A SERVICE BETWEEN U.S.

AND COPENHAGEN WOULD BE ACCEPTABLE UNDER BILATERAL. THEY ALSO AGREED TO "FACILITATE" THE OPERATION OF SUCH SERVICE BY "PERMITTING" A CHANGE OF GAUGE IN COPENHAGEN. SINCE PANAM PLANS CHANGE OF GAUGE IN LONDON, WE COULD THEORETICALLY HAVE SOME PROBLEM ON THAT POINT BUT DOUBT DANES WOULD BE THAT PETTY. IN ANY EVENT, THIS SCHEDULE WOULD ELIMINATE BERLIN STOPOVER ISSUE.

3. REGARDING BERLIN STOPOVER, THE LENGTH OF WHICH WAS THE PRINCIPAL REASON FOR DANISH REFUSAL TO AUTHORIZE PANAM'S SUMMER SCHEDULE FOR BERLIN-COPENHAGEN SEGMENT, FONOFF TRANSPORTATION OFFICE DIRECTOR THUNE ANDERSEN AGAIN RAISED SUBJECT WITH ECONOFF LAST WEEK. HE SAID THAT, SHOULD WE (AND PANAM) WANT TO CONTINUE TO PUSH FOR A ROUTE WHICH WOULD HAVE BERLIN AS INTERMEDIATE STOP IN SERVICE BETWEEN U.S. AND COPENHAGEN, HE FELT THAT "ANY REDUCTION AT ALL" IN THE ORIGINALLY PROPOSED STOPOVER TIMES IN BERLIN WOULD BE HELPFUL IN OBTAINING A SATISFACTORY SOLUTION TO THE ISSUE.

4. THUNE ANDERSEN OBVIOUSLY CONTINUES TO BE CONCERNED OVER THE IRRITANT POTENTIAL OF THIS ISSUE IN DANISH (SCANDINAVIAN)-U.S. AVIATION RELATIONS AND HOPES TO RESOLVE IT IN AMICABLE FASHION. WHILE WE WOULD URGE CAUTION IN INTERPRETING HIS COMMENT TOO GENEROUSLY, HE LEFT US WITH IMPRESSION THAT EVEN A SMALL REDUCTION IN BERLIN STOPOVER MIGHT BE ACCEPTABLE TO SCANDINAVIAN AVIATION AUTHORITIES, IF NOT TO SAS. IN THIS FASHION, THE SCANDINAVIAN GOVTS COULD FEEL THEY SCORED VICTORY BY OBTAINING ACKNOWLEDGEMENT FROM U.S. THAT ORIGINAL STOPOVER WAS EXCESSIVE BUT STILL CONTINUE THEIR SMOOTH (AND PROFITABLE) AVIATION RELATIONS WITH U.S.

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